

THE EAGLE SCREAMS

SAN PEDRO SELECTED AS THE PEOPLE'S HARBOR.

Report of the Board Filed with the Secretary of War and Made Public.

MORGAN DID NOT SIGN IT.

LOS ANGELES REJOICES LOUDLY OVER THE VICTORY.

Representative Citizens Tell What the Effects of the Decision May Be—Parade in Celebration of the Good News.

Yesterday morning this telegram was received at the Times office:

"WASHINGTON, D. C., March 2, 1897.

"L. E. Mosher—Times, Los Angeles: Let the Eagle scream some more and louder, and yet more loud. San Pedro has won. Official report is public.

"HARRISON GRAY OTIS."

Whereupon the bird that perches upon the Times Building flapped his wings and his voice was heard in the land. The joyous shriek of the victorious bird filled all the circumference even to Cahuenga, and the populace gathered to assist him in making a noise. Nobody needed to ask what all the row was about. Los Angeles knew by intuition that the Eagle was screaming for San Pedro, and that Uncle Collis's hired men had failed in their attempt to throw Santa Monica quicksand into the eyes of the Harbor Board.

Even the few proponents of the Santa Monica scheme knew without asking what had happened, and they seemed to find some consolation in telephoning to The Times that the Eagle was a nuisance, and demanding that the jubilant voice of that estimable bird be choked off because it scared their horses. But it was the Eagle's day to scream, and he whooped it up in great shape for several hours. The whole town went wild over the news, and business men ran about the street shaking hands and celebrating the victory of the people over the Huntington lobby.

There was a sortie from the Jonathan Club after luncheon, and the Seventh Regiment Band headed an impromptu parade through the town. Among those who carried banners, roosters and other symbols of exultant hilarity were F. K. Rule, T. E. Gibbon, L. E. Mosher, C. D. Willard, J. R. Newberry, Callaghan Byrne, Charles Sloane, John F. Humphreys and John F. Francis.

The procession moved through the principal streets where it was received with much enthusiasm, saluted the Times office and the Chamber of Commerce, and finally wound up at the Jonathan Club. All along the route the slogan of the procession was, "It's a great day."

Arrived at the Jonathan Club, toasts and congratulations were the order of the hour. T. E. Gibbon took the floor and offered a strong tribute to what he called the noble work of the Los Angeles Times for a free harbor at San Pedro, and proposed a toast to Harrison Gray Otis, which was received with a din of enthusiasm. L. E. Mosher was called on and responded in a few words. Will E. Chapin the staff artist of The Times, also made a brief speech. Mr. Gibbon then took occasion to compliment the work of the Chamber of Commerce in the harbor matter, especially in view of the inducements which had been brought to bear on it in favor of Santa Monica. He particularly complimented the secretary, C. D. Willard for able leadership in his campaign.

Mr. Willard was called for and attributed the success of the Chamber's efforts to the concerted action of the men who make up its membership and to what he called the "Soul of Los Angeles" animating it. He referred in flattering terms to the work of W. C. Patterson, ex-president of the Chamber, in this connection.

Mr. Patterson briefly detailed the history of the bill in Washington and the jobbery with which the citizens' forces had to contend.

Freeman G. Teed, ex-president of the Council, also made a few remarks.

C. D. Willard rose to suggest that beside the extraordinary efforts of The Times, the Examiner, Record and Herald had done good work in the fight for a free harbor and proposed a toast to all of the press that had assisted in this work, which was drunk heartily.

Congressman Charles A. Barlow, who had been present during all of the jollification, was next called on. In referring to his work for San Pedro, he said he had, though coming from the northern end of the district, not been unmindful that Los Angeles was the Sixth Congress District. He believed with Mr. Gibbon that Los Angeles was the future city of the Pacific Coast.

Mr. Gibbon called attention to that feature of the harbor bill which declares that the Secretary of War may make contracts for the expenditure of \$2,998,000, but does not make this mandatory. He said the people of the Sixth District would look to Mr. Barlow to see that the word "may" in this clause should be translated into "must." Mr. Gibbon ended his declaration with the pointed question, "Will you do it, Mr. Barlow?"

The Congressman without any hesitation said: "Has any one of the many who heard my canvass any reason to doubt it?" Then he added flatly, "I will." At this some one proposed three cheers for Barlow, which were given with a will.

Finally some one proposed a toast to The Times' whistle which was drunk amid a chorus of attempts to imitate the subject of the toast.

T. E. Gibbon of the Terminal, who presented the case of the free harbor in the hearings before the Harbor Board; and who was "cross-examined" by Huntington's man Hood until Santa Monica hadn't the ghost of a fact or argument left, received these confirmatory telegrams:

"WASHINGTON, D. C., March 2, '97

"Hon. T. E. Gibbon, Los Angeles, Cal: San Pedro selected by four to one. Morgan not signing report.

"R. C. KERENS."

"ST. LOUIS (Mo.), March 2, 1897, 1:35 p.m.

"T. E. Gibbon, Vice-President, Los Angeles, Cal.: A great victory, that would never have been won without your ability and perseverance. We all congratulate you.

"GEORGE B. LEIGHTON."

"WASHINGTON (D. C.) March 2, 1897, 1:30 p.m.

"T. E. Gibbon, Los Angeles, Cal.: San Pedro. Wins. Morgan alone dissents. STEPHEN M. WHITE."

All of which confirms the statement made in The Times, when the board left Los Angeles, that the report would be in favor of San Pedro by four to one and that Morgan was a Santa Monica man from the start and belonged to Huntington.

The following telegrams of congratulation and acknowledgment were sent by the ex-president of the Chamber of Commerce:

"LOS ANGELES, March 2, 1897.

"Senator George C. Perkins, Washington, D. C.: This is the day we long

have sought. Friends of San Pedro and right call you blessed.

"W. C. PATTERSON."

"LOS ANGELES, March 2, 1897.

"Senator Stephen M. White, Washington, D. C.: This is a great day, the culmination of a magnificent battle for the right under your great leadership.

"W. C. PATTERSON."

EFFECTS OF THE DECISION.

Everybody discussed the news yesterday, and there was much speculation as to the effect upon the various interests of Southern California that may be expected from the construction of a deep-water harbor at San Pedro. A few representative men were asked for their opinions, and gave them as follows:

C. D. Willard: "It turns the key that lets in prosperity to us. It is the greatest individual event in the history of the city. It opens up prosperity and commerce, all that was closed before."

T. E. Gibbon: "It makes a free gateway for Los Angeles, one which insures that no single corporation can monopolize it; a port open to every instrumentality of commerce, where docks for the repair of vessels will be reared; where every other necessity of commerce may be obtained. It means in addition a line of railroad to Salt Lake built at present prices, which means \$17 per ton for rails and other materials in proportion, making the whole road cost \$20,000 per mile as against \$38,000 or \$40,000 per mile. It means a road that will carry the commerce of Southern California, and carry it at a rate to earn interest on that investment instead of on an investment of \$45,000 per mile in bonds and \$30,000 in stocks which the present companies are required to earn."

W. C. Patterson: "The effect will be a happy one. Nine-tenths of the people have always been in favor of San Pedro, now all will be."

George H. Easton: "Any development of that kind, whether the appropriation had gone to San Pedro or to Santa Monica could not help benefit all interests extensively. It will mean the extension of a transcontinental road, the extension of electric lines between the city and the coast and a general development. The appropriation of \$3,000,000 is but a drop in the bucket to what the government must eventually spend on the harbor, and a very large amount of money will be put into circulation by this enterprise. This is only as it should be. The government has spent very little money on the Pacific Coast while it has constantly drawn largely in revenue from it. It is only right that the government should do something for the harbor."

H. J. Fleishman: "The financial condition of this section will assuredly be greatly benefited and stimulated by the anticipated expenditure of the large sum appropriated for the improvement of the harbor, now definitely decided upon at San Pedro, and while the funds cannot at once be circulated, the effect will be wholesome and beneficial and in its effect be the forerunner of numerous private and extended enterprises, all calculated to make Southern California the most prosperous part of the United States for years to come."

THE APPROPRIATION.

The act under which the selection of a harbor site has been made is a part of the River and Harbor Bill of June 3, 1896, and reads as follows:

"For a deep-water harbor for commerce and of refuge at Port Los Angeles, in Santa Monica Bay, California, or at San Pedro, in said State, the location of said harbor to be determined by an officer of the navy, to be detailed by the Secretary of the Navy; an officer of the Coast and Geodetic Survey, to be detailed by the superintendent of said survey, and three experienced civil engineers, skilled in riparian work, to be appointed by the President, who shall constitute a board, and who shall personally examine said harbors, the decision of a majority of which shall be final as to the location of said harbor. It shall be the duty of said board to make plans, specifications and estimates for said improvement. Whenever said board shall have settled the location and made report to the Secretary of War of the same, with said plans, specifications and estimates, then the Secretary of War may make contracts for the completion of the improvement of the harbor so selected by said board, according to the project reported by them, at a cost not exceeding in the aggregate \$2,900,000, and \$50,000 is hereby appropriated, so much thereof as may be necessary to be used for the expenses of the board and payment of the civil engineers for their services, the amount to be determined by the Secretary of War. Provided, however, that if the board hereby constituted, as in this section provided shall determine in favor of the construction of a breakwater at Port Los Angeles, no expenditure of any part of the money hereby appropriated shall be made, nor shall any contract for the construction of such breakwater be entered into, until the Southern Pacific Company, or the owner or owners thereof, shall execute an agreement and file the same with the Secretary of War that any railroad company, or any corporation engaged in the business of transportation, may share in the use of the pier now constructed at Port Los Angeles and the approaches and tracks leading thereto situate westerly of the easterly entrance to the Santa Monica tunnel, upon such just and equitable terms as may be agreed upon between the parties, and if they fail to agree, then to be determined by the Secretary of War, and before any expenditure of the money hereby appropriated is made for the construction of a breakwater at Port Los Angeles said Southern Pacific Company, or the owner of the tracks and approaches leading to said pier, shall execute an agreement and file the same with the Secretary of War, that any railroad or transportation company or corporation desiring to construct a wharf or pier in Santa Monica Bay, may, for the purpose of approaching such wharf or pier, and for the purpose of constructing and operating the same, cross the track or tracks, approaches and right-of-way now used by the Southern Pacific Company under such regulations as may be prescribed by the Secretary of War, and upon the payment of such compensation as that officer may find to be reasonable. Provided, further, that in event said harbor is located at Port Los Angeles, no greater royalty on the rock used for the construction of the breakwater than 12 1/2 cents a cubic yard shall be charged, and the Southern Pacific Company shall charge no more than 1/2 cent a ton per mile for freight on rock transported over its road."

"Improving Wilmington Harbor, California, in accordance with the project submitted February 7, 1895, \$50,000: Provided, that contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate \$342,000, exclusive of the amount herein appropriated; but no such contracts shall be entered into until the board provided for in this act to determine the location of a deep-water harbor for commerce and of refuge, as between Port Los Angeles in Santa Monica Bay and San Pedro, in the State of California, has made its report to the Secretary of War, and not at all if said report shall be in favor of San Pedro as the location of said harbor."

The board appointed to carry out the provisions of the act was composed of John G. Walker, rear admiral, U.S.N.; Augustus F. Rodgers, assistant United States Coast Survey; William H. Burr, Richard P. Morgan and George S. Morison.

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